

GLOSSARY & FREQUENTLY ASKED QUESTIONS

GLOSSARY

Average Daily Traffic: Total number of vehicles traveling in both directions on a particular road during a 24-hour period.

Access Point: The entrance or exit to a property from the roadway (i.e. driveways).

Categorical Exclusion (CAT-EX): A type of environmental study conducted when actions do not significantly involve social, economic, or environmental impacts. This type of study usually entails little or no public outreach.

Community Coordination Committee (CCC): A common term for a stakeholder group, made up of community representatives, assembled for the purpose of providing a project team with feedback regarding a transportation project. Also referenced as a Community Coordination Team (CCT).

CommuterLink: A transportation system designed to monitor and manage traffic flow on freeways and surface streets. By using closed-circuit traffic cameras, coordinated traffic signals, ramp meters, and traffic speed, traffic volume, pavement, and weather sensors, travel information can be disseminated through electronic roadway signs, radio, television, and the internet. To access the CommuterLink website, visit www.commuterlink.utah.gov.

Construction Phasing Plan: Outlines the location and approximate schedule of construction activities.

Context Sensitive Solutions (CSS): A program, instituted by UDOT, to facilitate public involvement in decision-making for Utah's roads and highways, ensuring that the final product adequately meets transportation demands and community needs while fitting within the character of the surrounding area.

Environmental Assessment (EA): A study document prepared for an action where the significance of the environmental impact of a proposed project is not clearly established. The document should briefly provide sufficient evidence and analysis for determining whether to move forward with an Environmental Impact Statement (EIS), requiring further study, or a Finding of No Significant Impact (FONSI) supporting implementation of the project.

Environmental Impact Statement (EIS): A full disclosure study document that details the process through which a transportation project was developed, includes consideration of a range of reasonable alternatives, analyzes the potential impacts resulting from the alternatives, and demonstrates compliance with other applicable environmental laws and executive orders.

Federal Highway Administration (FHWA): A major agency of the U.S. Department of Transportation charged with ensuring that America's roads and highways continue to be safe and technologically up-to-date. Although state, local, and tribal governments own most of the nation's highways, FHWA provides financial and technical support for constructing, improving, and preserving America's highway system.

Finding of No Significant Impact (FONSI): A statement issued by FHWA when environmental analysis and inter-agency review during the EA process finds a project to have no significant impacts on the quality of the environment.

Level of Service (LOS): A measure of road congestion that is influenced by factors such as traffic volume, road geometry, and terrain.

Maintenance-of-Traffic (MOT): A plan for keeping traffic moving safely and efficiently through a construction zone.

NEPA: National Environmental Policy Act of 1969. Established to encourage productive and enjoyable harmony between humans and their environment; to promote efforts that will prevent or eliminate damage to the environment and biosphere, and stimulate the health and welfare of humans; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

Park and Ride Lot: A designated parking area where commuters can park their personal vehicles and carpool or board mass transit vehicles (i.e. buses, TRAX, etc.).

P.E.: Professional Engineer license holder.

Record of Decision (ROD): An approval document, generated by FHWA, in response to an EIS. The ROD identifies the selected alternative, presents the basis for the decision, identifies all the alternatives considered, specifies the "environmentally preferable alternative," and provides information on the adopted means to avoid, minimize, and compensate for environmental impacts.

Traffic Control Devices: Temporary devices used to maintain traffic through a construction zone (i.e. barrels, cones, and barriers).

FREQUENTLY ASKED QUESTIONS

Who do I contact with questions regarding a roadway construction project?

Construction projects that will result in significant impact to the community are assigned a Public Information Manager (PIM) whose main responsibilities include keeping the public informed, responding to comments and questions from the public, and acting as a liaison between the public and UDOT. Contact information for the PIM is provided through a variety of outreach materials, including contact cards, flyers, newsletters, advertisements, and/or a project web site. If you are unsure of whom the contact person is for a project or if a PIM was not assigned, you may contact the Public Involvement Coordinator at your local UDOT regional office for further information.

What causes construction delays?

UDOT and the contractor set a schedule for each project with a specific begin date (a notice to proceed) and a projected end date. Both UDOT and the contractor do everything they can to stay within the schedule and finish the project on time. However, there are many factors that can impact a project schedule, including utility work, weather, product shortages, equipment issues, availability of personnel, funding, etc. The Public Information Manager is a great resource when trying to determine a project's schedule, as they are in constant contact with the project team and will have the most up-to-date information.

How does weather impact a project?

Weather is one of the most significant impacts to a project's schedule, especially when it comes to paving activities. For example, you are probably aware that paving must be stopped due to rain and snow, but did you also know that the ambient temperature for asphalt paving must be 51 degrees or higher? In addition, asphalt must be 260 degrees by the time it gets to the project site in order to be applied as pavement. Hot and cold ambient temperatures also impact concrete paving and pouring, as well as other roadway construction and maintenance activities. If the temperature is too low, heat blankets must be used to cover newly poured concrete, while high temperatures make finishing the surfaces extremely difficult and can cause a poor quality concrete surface.

Will I be impacted by the project right-of-way?

Right-of-way is land that is owned by or must be acquired by UDOT in order to complete a construction project. Whether it is in the form of a temporary easement (i.e. the contractor needs to utilize a portion of your property during construction for staging activities, utility work, etc. and the property will be returned to you at the end of the project) or a permanent acquisition (i.e. UDOT offers you fair market value for your property and it then becomes the property of the state), right-of-way impacts are something you need to be aware of. Generally speaking, if you are going to be impacted by the project right-of-way, a member of the right-of-way team will contact you early in the project development process. If you have not been contacted by a right-of-way team member and you are still concerned that your property may be impacted by the project right-of-way, you may contact the Project Manager for more details.

Why does roadwork not take place during nighttime or off-peak hours?

Some projects allow for nighttime work and some do not. The location of the project has a lot to do with whether off-peak work hours are allowed. For example, a project taking place on a freeway or highway can sometimes allow for nighttime work, since noise and other impacts to local communities are generally minimal in these areas. However, projects that take place on surface streets and near residential communities or hotels often have county and city ordinances that prevent work from taking place in those areas during nighttime hours. UDOT is required to acquire permits, including noise permits, from these local entities, which then decide whether the permit is approved. The Public Information Manager for each project will be able to let you know whether off-peak or nighttime work hours are allowed on a project.

How will access to my business be impacted?

UDOT and the contractor will work together to maintain business access through a construction zone; however, there may be times when an access point may be temporarily closed to allow for work to take place directly in front of a business. If a business has more than one access point, it is possible for one of the access points to be closed for an extended period of time while the other is maintained. It is important for businesses to communicate hours of operation and special event information to the project team, as this information will allow the contractor to do a better job of maintaining a business' access when it is most important. Some contractors provide, as a courtesy to businesses in the affected area, roadway signs alerting commuters of where a business access is located. Access points are usually restricted for the following construction activities:

- ❖ Road excavation and utility work
- ❖ Gravel or road base installation
- ❖ Paving
- ❖ Pavement curing (Steel plates are often used to allow traffic to drive over an access that has not had the full cure time)